

BARRE GRACE WELL SATISFIED

Maryland Town Pleased With Allotment of Dates, Says Manager Burke.

New York, February 1.—Rumors have been in circulation that the management of the Havre de Grace race course, which is located in Harford County, Maryland, was not quite satisfied with the allotment of dates it had received from the New York Jockey Club, and that there was likely to be some friction. Nothing was so far from the truth according to "Eddie" Burke, the manager of the Havre de Grace track, when spoken to on the question.

"There is not a chance in the world of my ever thinking of acting contrary to the edicts of the Jockey Club," said Mr. Burke. "I have been in sympathy with that organization too long and know its value too well to antagonize it in any way. It is true I don't think it has been treated fairly in regard to the spring dates for Havre de Grace, as out county commission gives us the privilege of racing thirty days more in April, as we have a plant that has cost us \$150,000, but I am satisfied that up to the dictation of the Jockey Club and hold another meeting later on. I don't care when it is, either following Pimlico or some time during the summer. Any time the Jockey Club thinks expedient will suit me."

Mr. Burke's statement will set at rest all stories of conflict between the meetings at Norfolk and Havre de Grace or Pimlico and Havre de Grace. This is the first of the season not being healthy for race track troubles.

Y. M. C. A. Athletics.

Rice's team still has a clean record of eight games won in the Business Men's League. Their next opponents are Bryant and Street, who are tied for second place, with four wins and four lost.

	Won.	Lost.	P. C.
Rice	8	0	1.000
Bryant	4	4	.500
Street	4	4	.500
Nichols	3	5	.375
Talley	3	5	.375
Crawford	2	6	.333

Monday—Bryant vs. Talley, Rice vs. Crawford.
Wednesday—Talley vs. Rice, Street vs. Nichols.
Friday—Crawford vs. Nichols, Bryant vs. Street.

Basketball.
The senior team is scheduled to play the John Marshall Athletic Club on Friday night at 8:30 o'clock. The first game will be the West End Association on the same night. These games will be open to the public, admission free.

The schedule for the High School Y. M. C. A. Junior League on Monday night, beginning at 8:30 o'clock, will have the Juniors lined up with the Intermediates in the first game, the Olympics vs. the Athletics in the second and the Red Sox and Southside in the third game.

	Won.	Lost.	P. C.
H. S. Athletics	4	0	1.000
Y. Juniors	2	2	.500
Y. Intermediates	2	2	.500
H. S. Olympics	2	2	.500
H. S. Red Sox	2	2	.500
Southside	0	4	.000

Thursday Night League.
In the Thursday night league Carlisle and Harvard are tied for first place, with these two teams are to play together on Thursday night, one of them is bound to lead the league for a week at least. This has been one of the most successful seasons the league has experienced.

	Won.	Lost.	P. C.
Carlisle	6	2	.750
Harvard	5	3	.625
Princeton	5	4	.555
Yale	5	4	.555
Columbia	3	6	.333
Cornell	2	7	.222

Schedule for Wednesday Night.
Carlisle vs. Harvard.
Cornell vs. Princeton.
Columbia vs. Yale.

Indoor Baseball.
League games open to all who desire to get into the pool on Monday and Friday at 6:30 o'clock, following the 6:15 o'clock class. On Wednesday at 6:20 an informal game is played. Captains Evans and Canapa will sign up any players desiring to join the league.

Bowling League.
On Monday night the Spotless will endeavor to lower the colors of the Candy Kids, while the Chesapeake and Ohio do their best to raise the average.

	Won.	Lost.	P. C.
Candy Kids	1	2	.333
Spotless	2	2	.500
Chesapeake	5	4	.555
C. & O.	1	8	.111

A number of members interested in swimming are meeting in the pool on Mondays, Wednesdays and Fridays at 7 P. M. for the practice of strokes and stunts. The object is also to teach men how to swim, and all such are requested to make their desires known.

Gymnasium Classes.
In addition to the various leagues and tournaments some twenty-four regular classes are conducted for men and boys each week. The Business Men's classes on Monday, Wednesday and Friday at 12 noon and 5:30 P. M. and the evening classes at 6:15 every day except Saturday, are meeting the needs of a large number. The graded class on Tuesday, Thursday and Saturday nights at 8:30 takes care of the men who either are unable to attend in the afternoon or desire the heavier apparatus exercise.

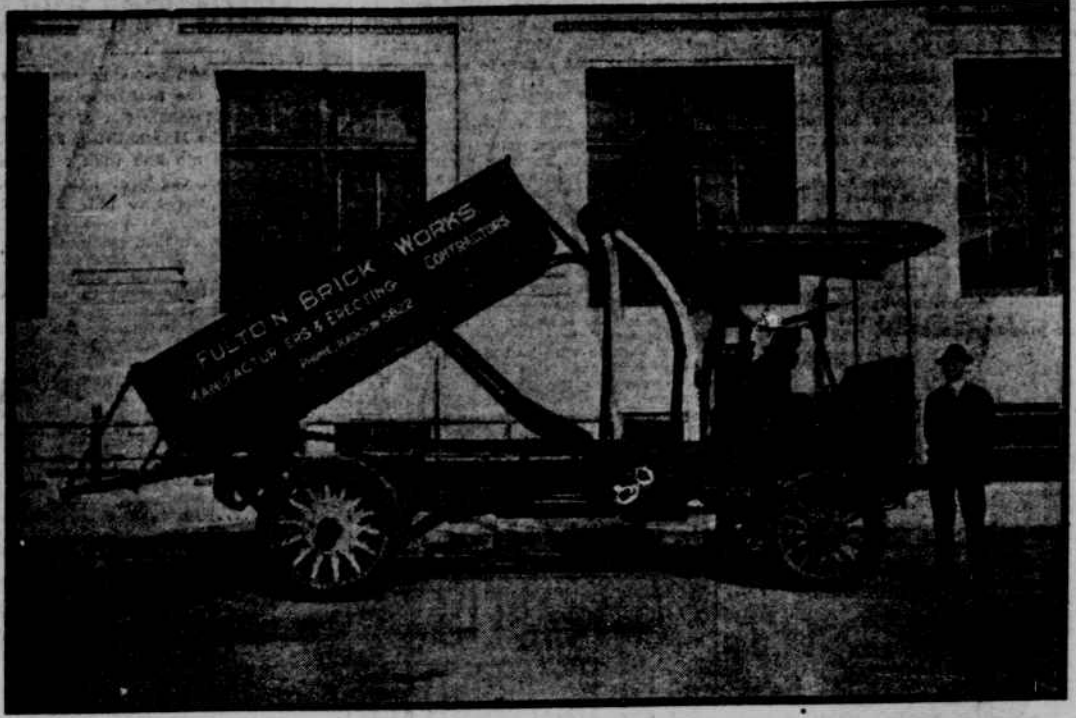
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The largest motor truck that has capacity to this time been delivered in Richmond is that of the Fulton Brick Works, which is of six and a half ton capacity. This truck was manufactured by the American Locomotive Company, and is a power dumping vehicle, using the same power for dumping the load as for propulsion.

A large and ever increasing demand for an efficient four-cylinder car as long as automobiles are built.

"The matter of economy in fuel consumption is always going to be a most important consideration for the man purchasing a moderate priced car, and arguments in favor of the four in this line are almost limitless."

INSPECTION NECESSARY

A substantial factor in the success of the Stearns-Knight car during the past year has been the rigid inspection system, now considered a necessary branch of activity in the successful marketing of every high-class automobile. Says E. A. Blenner, the local Stearns dealer:

"The inspection system of the F. E. Stearns Company is begun when the raw materials reach the plant at Cleveland. Every component of steel must undergo analysis and inspection by several different experts. The parts are three times inspected when they leave the machines in the shops, and the finished work is again inspected after the chassis has been assembled in the erecting shops. Before the completed car goes out of the factory, each is tried out, and every part is operated to make sure that it is in perfect working order."

DRIVER CAN FIX COST

That the cost of gasoline rests, to a great extent on each individual motorist, and that motoring in general is under a deep obligation to the big oil companies, is asserted by Clement Studebaker, Jr., first vice-president of the Studebaker Corporation.

"I have recently noted several articles, quoting automobile manufacturers and others as deprecating the recent increases in the price of gasoline," said Mr. Studebaker. "Some have even professed to see, in the advance, a menace to automobile popularity and industry. As a matter of fact, the difference amounts to but a fraction of a cent for each mile per car, and should not, in a season's running of 5,000 miles, exceed a total of \$25."

"On the other hand, it is high time that motorists should consider the debt it owes the big oil companies, without whose magnificent organization motoring as we know it never have achieved its present popularity."

"Before the internal-combustion motor, gasoline was virtually a by-product, sold at central stations for perhaps 10 cents a gallon.

"The cost of delivery fell on the buyer and often amounted to more than half the price of the gasoline. As a matter of fact, the oil companies were glad to sell the gasoline at almost any price, for this enabled them to manufacture at a profit, greater quantities of oils, greases and lubricants. While this condition prevailed the buyers of the motor car had a large share of the motorist's fuel bill."

"But gasoline motor cars multiplied and eventually the demand for fuel equalled that for the other products. A year or so ago, the balance was reversed. Now the demand for gasoline greatly exceeds that for the staple oils and greases. And, in place of the old method of distribution, the oil companies have established a system which covers the entire country, bringing to the very door of each garage a refined product which has often traveled thousands of miles. When one considers the cost of drilling, pumping, transportation, refining and delivering, he must admit that there is no manufactured product sold as cheaply as gasoline. Even at its present price, it costs the consumer less than an equal quantity of most brands of spring water."

"When the demand for gasoline came to exceed that for the other crude oil products, the manufacturers faced a dilemma. They could not produce gasoline and throw away the other products, such a procedure would have made the fuel prohibitive in cost. To advance the price of gasoline and to lower the price of other products was the only available means of regaining the balance. So now we pay more for gasoline and less for oils and greases."

FOUR-CYLINDER CAR

How far will Americans go in the manufacture of six-cylinder cars? Many engineers have come out with the assertion that motor car construction of the future will lean more and more heavily toward the six, but this opinion is not shared by E. C. Hupp, of the R-C-H Corporation. He says: "I do not think any one is warranted in coming out with any sweeping statement that six-cylinder cars will predominate America. Indeed, after months of investigation of the problem with many men in a position to be posted up to the minute on the subject, I am more strongly than ever convinced that the four-cylinder is due for a long and increasing popularity."

"Recently I was discussing the problem with a foreign engineer, who has been associated with one of the oldest and strongest European firms. This man declared positively that European engineers were forsaking the six in favor of the four. His assertion is substantiated by the display in the Paris Salon. In this big European show there were exhibited 321 four-cylinder cars and twenty six-cylinder cars. I do not think this is anything against the six construction, but rather that it is more a testimonial to the developments that have been made in four for the leading automobile maker. As a leading automobile maker, I am sure that improvements in the flexibility of the four and increasing cost of fuel are important factors against extension of the six." So notwithstanding the popularity attained by the six in America, there will be

ner, everything needed for camp life, and convertible into a perfectly appointed and roomy boudoir. In this manner, he spent three months in the Sierras of California and Oregon, shooting and fishing and making trails never before reached by an automobile.

"Similar experience is told by G. R. Van Auker, an Indianapolis Kissel Kar enthusiast, who took a party of four across the continent in his Kissel Kar "Six" and is now on his way to Alaska. No beaten paths for Van Auker—he was a pioneer. It is said that nobody before him ever attempted in a motor car to climb the peak that towers above the village of Boos Lake, which is the highest settlement in the Rockies. It was more than 12,000 feet up there, but Van Auker made it without any trouble."

NATURAL ROAD POLICY

That the Sixty-third Congress of the United States will devote much time and attention to the establishment of a national policy of road building is not yet to be determined. Having in mind the establishment of a safe and sane policy of highway construction, the second Federal Aid Road Road Convention has been called by the American Automobile Association to meet in Washington, D. C., March 6 and 7, primarily to concentrate the thought and crystallize the good roads sentiment of the country at large along the sound and equitable lines of Federal participation in roads building.

Every State will have official representation through a delegation named by its Governor, which in many instances includes the State Highway Engineer or member of the Highway Commission of the State. The business organizations of the country will be represented by delegations appointed by the leading chambers of commerce and boards of trade. The farmers will have representation through delegations named by the various State Granges, and the organized motorists and road users throughout the country are given the importance of this nation-wide gathering of good roads enthusiasts. In outlining a feasible road building policy, Chairman Diehl, of the A. A. A. National Good Roads Board, makes the following comments:

"The highway development of the country might very properly be divided into four great subdivisions—National Roads, by which is meant the main trunk highways of a State, North and South, and East and West. A fair estimate of the mileage of such a national system of roads would not exceed a total of 30,000 miles. Such national highways would naturally bear the brunt of transportation, passing as they would through the large centres

of population, through the capitals of the States, connecting such capitals with each other and with the national capital, thus forming a complete system of interstate highways. It is with the construction and maintenance of such national highways that the Federal government should be concerned, and the burden of their construction and maintenance should be borne by the Federal government, unaided by the States. Moreover, the type of government highway should be as nearly perfect as the knowledge of present-day highway engineering could contrive, and would serve as the great subdivisions of road building, a proper standard of road building which would place the United States high in the ranks of the world's road builders."

"The third subdivision in a workable road building policy is again a matter in which the States alone are concerned, and might properly be designated as the county roads system, meaning the highways which would form the main market roads in each State, and make a well developed system of highways in each county, the central point of which would naturally be the county seat. Such county highways should be paid for at the joint expense of the State, county and township, in such proportions as would best meet the needs of the various States."

"Lastly, we have the town highways, which form the fourth subdivision in the system. Such town highways might best be governed by the town superintendents, and would vary as the local conditions of each town would demand. Just as the county system would be a part of the State system, and that in turn a part of the national highway."

Henderson Cars Enter.

Two Henderson cars have been entered in the Indiana Automobile Manufacturers' Association's tour to the Pacific Coast July 1, and these cars will bear the numbers 3 and 4, and the drivers are Mr. J. H. Henderson and Mr. J. H. Henderson, the first to enter the tour.

The Henderson entry consists of a roadster and touring car of the De Luxe type. These are the two models that excited such favorable comment at the recent New York Automobile Show, and contain all the new features that have made the Henderson car pre-eminent among the pleasure cars of 1913. R. P. Henderson, vice-president of the Henderson Motor Car Company, made the entry, and in commenting on it said: "As a rule I am not in favor of the usual reliability tour, but this event, conducted by the manufacturers themselves, with the Pacific Coast as the object, has appealed to me from the first. Every progressive automobile manufacturer is interested in good roads, and especially the rock highway from coast to coast. This tour is conducted for the betterment of road conditions, to generate industry in the automobile industry in the West, and above all things to popularize the motor products through the Western States that the tour route will take in."

"From the dealer's point of view there are three principles which make for successful automobile salesmanship," says Ernest McLaughlin, of the McLaughlin organization. "These principles included: 'Selling hunting prospects, being acquainted with the customer, and concentrating on one line.'"

"By 'selling hunting prospects, I mean,' says McLaughlin, 'the giving of a demand for a car to a man who is not a prospective buyer. Men are more pleased with such arrangements than they are with the usual public sale.'"

"As for satisfying the public, every reputable dealer knows that his power to sell is the satisfaction of the customer. He does everything in his power to keep them satisfied. Let the owners feel that they have a car that is a pleasure to drive and they will find the owner glad to pay when he meets with an accident and has to have repairs. Furthermore, he will patronize your place of business when he needs something new."

"When the question comes up for consideration, on my line I am frank to admit that I think it pays, and for two reasons. One is that with one car I can handle a larger territory and sell more cars. In the second place, handling one line is more profitable. Your office type line is reduced and by selling more cars of one kind you can increase the commissions received. The addition of several thousand dollars a year's income is an item worth considering."

A Salina, Kan., wire chief, who has many calls to repair country telephones, not only uses the motorcycle to carry his telephone to the point of trouble, but he is saved the inconvenience of carrying an entire telephone equipment. He merely takes a telephone to the point of trouble, and the motorcycle does the rest. The motorcycle is of the battery type, so in order to test the wire the chief has to do is open the line and connect the line wires to the motorcycle by means of the pair wires. To call central he merely a few times and connects the receiver to the wire.

HARROUN CAUSES EXCITEMENT

There is a buzz of excitement in automobile racing circles in Indianapolis, the rumor being current that Ray Harroun, who, driving a Marmon car, won the first annual 500-mile international sweepstakes race at the Indianapolis Motor Speedway in 1911, is superintending the construction of another Marmon which will be entered in the 500-mile classic to be started at the Speedway Memorial Day. So far, officials of the Marmon Company have not confirmed the rumor, but those who claim to be on the inside assert that mysterious events are transpiring at the Marmon factory. Ray Harroun's racing car room at the factory had and this is generally accepted as meaning that the Marmon Company is planning a surprise which will be of great interest to followers of the racing game.

Ever since Harroun won the big even in 1911 with his "Marmon Wasp" enthusiasts have wanted to see a car of the same make in action again, and if present reports from their ambition will be gratified on May 26. The entrance of a Marmon will add special interest to the race, since a previous winner will then be matched against the other cars entered. There is also a keen rivalry between the various Indiana manufacturers and the entrance of another Indiana car, in addition to the status and the Nyberg cars already listed, will give Hoosier motorists an opportunity to see what native cars can do. It is highly probable that other Indiana-made speed chariots will be tuned up and ready to start in the long grind on Memorial Day.

Jossip is now concerning itself with the question of the driver, who will steer the Marmon, provided it is entered this year. This is just as much of a mystery as is the little drama which is being staged behind closed doors at the Marmon factory. It has been whispered, however, that Joe Dawson, the daring young pilot who won the 1912 500-mile race, has made the late year, will be at the wheel.

It is probable that many private owners will enter cars in the big race this year. Inquiries from many sources are coming into the office of the Indianapolis Motor Speedway. The rule reducing the piston displacement from 40 to 30 cubic inches has made it possible for more private owners to enter cars this year than heretofore. The latest inquiry along this line has been received from H. P. Woodworth of the Alma Manufacturing Company, of Alma, Mich. This company is well known for its trucks, and it has made a few pleasure cars. It is the intention of Mr. Woodworth to enter a car as an individual, rather than as a representative of the company.

Wire Wheels Here.

One of the exhibits which excites special interest at the automobile show this year—held at Madison Square Garden Show in New York, and at the Philadelphia Show, and is being talked about in Chicago and Richmond—is the wire wheel equipment on a seven-passenger Limousine in the Stevens-Duryea display.

Wire wheels are very much lighter than the wooden artillery type of running gear, but have been developed in such a way that they do not look unsubstantial under the largest car body; in fact, they add distinctly to its grace, and are made of the finest material. With Hook quick detachable rims, which are used on the Rudge-Whitworth wheels, every objection that has sometimes been raised to them is removed. The advantages of the wire wheel in the saving particularly and in superior strength have been proved conclusively. The metal radiates the heat created in running and prevents the disintegration of the tires, which wooden wheels encourage, because they do not radiate, but confine the heat in the steel rims. Carefully kept records show, it is said, that a tire will give double the mileage on a wire wheel than it will on a wooden one. The wire wheels are a special equipment with the Stevens-Duryea this year. It is reported that the largest orders placed for Stevens-Duryeas at the New York Show included the extra wheel equipment, however.

PENNSY'S RELAY RACES POPULAR

Nearly Every Leading University in Land Will Be Represented at Carnival.

Philadelphia, Pa., February 1.—Athletes all over the country are interested in the announcement of the annual intercollegiate and interschool relay race carnival given by the Athletic Union of the University of Pennsylvania yearly. The races will be held on Saturday, April 26, at Franklin Field. Sprinters and runners from schools in all parts of the country are making preparations to enter the events, which are open to all colleges and universities in the United States and Canada.

There will be three races to determine the college championship of America. One race will be for a distance of a mile, each man to run a quarter mile. The second race will be a four-mile race, each man to run a mile. The third race will be a two-mile race, each man to run a half mile. The University of Pennsylvania will be found in all three, and it is expected that Harvard, Yale, Princeton, Cornell, Columbia, Chicago, Michigan, Wisconsin, Illinois, Syracuse, Dartmouth, Virginia, etc., will also enter them.

There will be, in addition, a number of other races between colleges. An effort has been made to arrange the colleges in groups that are about equal in strength. By racing in one of the general categories, colleges are not prevented from entering the races for the intercollegiate championship. It may race with the colleges which it has been grouped, and also enter the championship race and not enter the contest in which it is grouped.

The relay races have now become well known. Each year all the big colleges and schools, with hardly an exception, are on hand. The championships and special events are very high class, while the group races are most interesting. Over 200 teams have been entered in the intercollegiate races. This is the biggest meet of the year.

In addition to the relay races will be the following scratch events, open only to college men, graduate or undergraduate: 100-yard dash, 120-yard hurdle, high jump, broad jump, shotput, barbed throw, discus and pole vault. The races will be governed by the same rules of qualification that now prevail in the intercollegiate races. No entrance fee will be charged.

Superior Theatre
The Feature House.
Monday—"TEARS OF BLOOD,"
Drama, 2 Parts.
COMEDIES:
"Box & Cox."
"With Her Rival's Help,"
"A Spicy Time."

CAUGH HILL WINS FEATURE EVENT

Adds Second Stake Race to String, Leading Favorite, Lochiel, All Way.

Charleston, S. C., February 1.—J. M. Zimmerman's crack sprinter, Caugh Hill, won his second stake event of the meeting at Palmetto Park this afternoon when he picked up 127 pounds and won the Robert E. Lee handicap from a good field.

Caugh Hill, who ruled second choice for the race, Lochiel being given the preference by the players, came through with a rush in the stretch, and after a grueling drive managed to get up in time to beat Carlton G. out a nose on the post. The last named had been the leader the greater part of the trip. Lochiel was last of the field to leave the barrier, and he closed a lot of ground, but had to be content with third money, being a length back of Carlton G.

There was a good Saturday crowd present and the speculation was lively in each event, and two favorites and two second choices were returned winners. The selling handicap at a mile was won by the heavily backed favorite, Merry Land.

Summaries.

First race—Three-year-olds; selling six furlongs. Gardenia, 104 (Buxton), 70 to 5, 2 to 3, out, first; Armory, 105 (Martin), 10 to 4, second; Clothes Brush, 97 (Wolfe), 4 to 5, 1 to 2, out, third. Time, 1:16 2-5. Pretty Molly, Juquin, Rock Bar, Roseburg IV, also ran.

Second race—Four-year-olds and upwards; selling five and half furlongs. Semi-Quaver, 112 (Pickett), 5 to 2, 6 to 5, first; Queen Bee, 110 (Koerner), 4 to 5, 4 to 5, second; Elma, 99 (Ford), even, 3 to 5, out, third. Time, 1:29 2-5. Grace Mc Ben Prior, Tiny 1:29 2-5. Thelma Quincy Belle, Cheer Up, Frog, also ran.

Third race—Three-year-olds and upwards; selling handicap; one mile. Merry Land, 113 (Gans), 10 to 4, out, first; Harker, 107 (Martin), 11 out, first; 3 to 5, out, second; Leamance, 100 (Buxton), 12 to 2, out, third. Time, 1:42 2-5. Font, Effendi, also ran.

Fourth race—The Robert E. Lee handicap of 127 pounds; three-year-olds and upwards; six furlongs. Caugh Hill, 127 (Buxton), 10 to 5, 9 to 10, 2 to 5, first; Carlton G. 110 (Wilson), 3 even, 2 to 5, second; Lochiel, 113 (Butwell), 3 to 2, 3 to 5, 1 to 4, third; Time, 1:14 4-5. Jack Ketchum, Southern Shore, Royalty, Vesper, also ran.

Fifth race—Four-year-olds and upwards; selling five furlongs. Americanus, 111 (Corey), 15 to 8, first; Lord Wells, 111 (J. Hanover), 12 to 5, second; 1 to 3, 2 to 3, third; Time, 1:09. Claquie, Jessup Burn, Blitzen, Jr., Theo. Cook, Sisson, Golden Egg, also ran.

Sixth race—Four-year-olds and upwards; mile (McIntyre), even, 1 to 2, out, first; Banorella, 93 (Ford), 6 to 2, 4 to 5, second; Winifred D., 103 (Van Dusen), 15 to 5, 8 to 5, third. Time, 1:47 1-5. New Star, The Squire, also ran. Jim, Sweet Owen, The Squire, also ran.

ANGLES HOLD COMPETITION.

Disciples of Isak Walton Will Have Chance in Madison Square Garden.

New York, February 1.—Trap shooting's twin feature in the next Sportsman's Show, which will open February 27 in Madison Square Garden, will be the anglers' competition. The chief innovation from the condition of the two preceding annual sportsmen's shows will be the transposition of the anglers' tank from the eastern end of the arena to the western end, where the arena is a canyon, or plains of the show's big scenic stage.

The director of the casting tournament committee will be David T. Avercrombie, who, counseled by a tournament committee, will formulate all plans for the coming contest.

Queer Result of Accident.

The Charlotte Observer says: The recent disastrous wreck on the Seaboard near Norfolk was due to a misunderstanding of train orders, caused by a similarity in pronunciation of depot names. For this reason the Seaboard has ordered the substitution of the name of Hamon for Sardis, the first station out from Charlotte east. "The Sardis" in Sardis, it is claimed, sounds dangerously like "Char" in Charlotte over the telephone, and for that reason the change is made. Representative Avercrombie, in a letter to the Seaboard, has expressed his disapproval of this change, and has prepared a bill to stop it. He owns Sardis, bag and baggage, and wants the historic name perpetuated. He will invoke the aid of the State Corporation Commission if all else fails.

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